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THE HONGKONG DISPENSARY.
[a1545]

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General Managers.
Hongkong, 1st October, 1902. [a2612]

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Hongkong, 4th April, 1901. [a2584]

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IN JARS (MEDIUM and SMALL).
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Hongkong, 22nd October, 1902. [a30]

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PORTLAND CEMENT.
In Casks of 375 lbs. net \$6 per Cask ex Factory.
In Bags of 250 lbs. net \$3.75 per bag ex Factory.
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Hongkong, 3rd December, 1902. [a3281]

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A B C Code, 4th Edition
A I Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 16th February, 1903. [553]

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Distinguished by Four Stars on the label.

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This fine Wine is old, soft and of grand flavour. See analysis and certificate by Professor Cassal.

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Hongkong, 25th February, 1903. [a344]

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NO. 2, QUEEN'S ROAD CENTRAL.
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MODERATE TARIFF.
Hongkong, 20th December, 1902. [10]

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MACAO.
THIS First-class and well-famed establishment is pleasantly situated in the centre of PATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "HINGKEE" [a184]

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THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)
Premiums Moderate. Conditions Liberal.
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For full Particulars, apply to—
Messrs. DODWELL & CO., LD., Agents.
[a1797]

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HONGKONG HOTEL
A First Class Hotel in every respect. Elegantly Furnished Reading, Drawing Room, and Smoking Rooms. Private Bar and Billiard Rooms for Hotel residents. Dining Accommodation for 300 persons. Private Dining Rooms. Special Dining Room for large parties. Ladies' Afternoon Tea Rooms with European Matron in attendance. Ladies' Cloak Room. Ping-Pong Room. Hydraulic Elevators to every floor. Electric Lighting. Electric Fans (if required). Hot and Cold Water throughout. Wines and Groceries specially imported by the Hotel. Wines cooled by Hotel refrigerating machinery. Hotel Linen washed on the premises by machinery. Bedroom Accommodation—131 rooms. Fire Extinguishing Mains and Emergency Exits on every floor.
CHARGES MODERATE.
H. HAYNES, Manager. [a48]

THE PEAK HOTEL.
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.
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A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms. Rooms specially reserved for Captains of the Mercantile Marine. Hot and Cold Water throughout. Electrically Lighted. Electric Passenger Elevator to each floor. Table D'Hôte at separate tables. For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th October, 1902. [a343]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, THE PEAK, near the Tram Terminus.
Tel. 58.
For Terms, apply to the—
MANAGER.
Hongkong, 2nd July, 1900. [a50]

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A FIRST CLASS HOTEL Situated near the Banks and Principal Offices. Excellent Cuisine and Wines. Large and lofty Rooms, elegantly furnished. Hydraulic Elevator, hot and cold water throughout. Special Rates for Tourists. Lunch Service for Guests. For Terms, apply to the—
MANAGER.
Hongkong, 31st October, 1902. [a49]

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HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home. A most pleasant retreat for those desirous of a few days' rest and quiet. Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao. Macao is 40 miles south-west of Hongkong. One steamer (ss. Heungshan), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres. Cable Address—"BOAVISTA." For Terms, apply to
THE MANAGER. [a254]

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SHAMEN, CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine. Every Convenience for Tourists.
T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a183]

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CELEBRATED
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SCOTCH WHISKY.

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Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen ... \$16.50

The following are also recommended, and are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$12.00

B.—GLENORCHY, MELOW BLEND, a fine 'Scots' Whisky of great age ... 12.00

C.—ABERLOUR-GLENLIVET ... 13.50

D.—H.K.D. BLEND of the Finest Old Malt Scotch Whiskies ... 16.00

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All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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BIRTHS.

On the 10th February, at Fochow, the wife of CARL ROSEMAN, Superintendent, Germania Saw Mills, of a daughter.

On the 25th February, at No. 118, Kitano Cho, Nichome, the wife of F. G. SALES, of a son.

MARRIAGE.

On the 2nd March, at Trinity Cathedral, Shanghai, JOHN WILFRED BIRD, Surgeon, B.N. H.M.S. *Bramble*, to MARGARET BIRZ, of Shanghai.

DEATH.

On the 1st February, at San Diego, California, U.S.A., SARAH EVANS, the beloved wife of Captain PAUL ANDREW DITTMER, of Kobe.

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CH. LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 9th March, 1903.

THE evidence afforded by recent news from Corea of the keenness of the struggle between the Japanese and the Russians for ascendancy serves to show that the "Land of Morning Calm" must still be regarded as the storm-centre of the Far East. Following closely on the trouble over the circulation of Japanese banknotes, there comes the information that the Russian Representative at Seoul has asked the Throne to grant to Baron Gvisburg a concession for building a railway from the capital to Wiju. As we have already mentioned in our columns, this concession was granted some years ago to a French syndicate, but as they failed to commence the work within the period fixed, the charter lapsed. Corea decided to grant no more concessions to foreigners, and the Government started to build the line as a State enterprise. Want of funds caused a suspension of work, and Japan having obtained a concession for the construction of a railway from Seoul to Fusan, it appears that the Russian Representative claimed equal privileges for Russian subjects under the most-favoured-nation clause of the treaties, his alternative being that if the concession is not granted, then at any rate Corea should borrow the money from Russia, as is very well known, has not more

capital to spare than she needs within her own dominions. The Siberian line has been laid chiefly with French capital, and it is hardly necessary to say that such an offer to Corea as that mentioned above must neither be regarded as philanthropic nor even as a commercial speculation, but must be viewed in a purely political light. According to the *Japan Mail*, the Seoul-Wiju road has no commercial prospects, and its construction as a money-making enterprise would never be contemplated for an instant. It excites no surprise therefore to learn that the Korean Government has refused to grant the concession, but it is interesting to learn that the Japanese had been hoping to get this concession as compensation for the recent banknote trouble. The Press of Japan credits the Russians simply with a desire to forestall Japan's application. It is at once apparent that with such a concession as this the struggle in Corea between Russia and Japan would soon reach a climax. Seeing that it is declared in Japan that the road must for many years to come be a purely strategic road, information will be awaited with interest as to whether Japan will now make the application which it was Russia's aim to forestall. Evidently as keen interest is taken in St. Petersburg as in Tokyo in the development of events in Corea. The *Novoye Vremya*, the leading St. Petersburg journal, is constantly furnishing its readers with news from Seoul of Japanese aggression, while correspondents of the Japanese Press chronicle every political and commercial move by the Russians. Only six weeks ago the St. Petersburg journal published a lengthy article on the "dangerous influx" of Japanese settlers into Corea. The writer, who resides at Seoul, mentions a report from the Kionsan provinces to the effect that the Japanese are buying—absolutely on their own authority—houses and fields from the Koreans, and declares that if this is not prohibited all the Korean land will drift into the possession of the former. He points out that these provinces are not open to foreigners, and the acquisition by the latter of landed estate therein is strictly prohibited. But these are not the only places, he says, where the Japanese have penetrated "unceremoniously ignoring any lawful demands put forward by the Koreans." Only an energetic protest on the part of the Koreans, he says, can "retard the unhappy consummation" of the country losing its independence and being entirely at the mercy of the Japanese. From the Russian point of view, it is held that the immigration of the Japanese into the interior, the establishment of post offices at points between Seoul and Chemulpo, the organisation of police forces in those places "where the Japanese have no right to settle," and many other actions are quite contrary to the treaty engagements of Japan. True it is that in the treaty made in 1876 between Japan and Corea, only three ports were specifically opened to trade, yet, as bearing on the question of the right of the Japanese—expressly or tacitly acquired—to do what they are alleged to have done, there is a curious want of preciseness in the wording of the final clause of the Protocol signed in 1898 by Baron ROSS on behalf of Russia and Baron NISHI on behalf of Japan. It reads: "In view of the wide development taken by the commercial and industrial enterprise of Japan in Corea, as well as the large number of Japanese subjects residing in that country, the Russian Government will not hinder in any way the development of commercial and industrial relations between Japan and Corea." Whether this clause would be held to cover the alleged misdeeds of Japanese we do not know, but this much seems obvious that Corea of herself is incapable of imposing her will on either of the two contending parties. Japan appears to be doing in Corea pretty much what Russia is doing on a very much larger scale in Manchuria.

H.E. the Governor has re-appointed Mr. E. D. C. Wolfe Registrar of the Land Court.

Tenders are asked by the Government for the erection of a new cathedral at Kennedy Town.

The official announcement of the appointment of Mr. L. A. M. Johnston as Postmaster appears in the *Government Gazette*.

On Saturday the U.S. cruiser *New Orleans* arrived from Saigon, and yesterday the British sloop *Phoenix* from Swallow.

It is notified in the *Gazette* that the King's exequatur empowering Mr. Edward S. Bragg to act as Consul-General of the United States at Hongkong has received His Majesty's signature. During the day ended at noon on the 7th inst. only one case of plague was reported—the case being found on the Hongkong and Canton Wharf. This brings the total for the year to 52.

Messrs. Erich Georg & Co. say in their weekly share-list, dated 7th inst.:—Business during the week under review has been fairly brisk. The rates of exchange on Shanghai close at 73 1/2 for a T/T and 73 1/2 for a three days' sight private bill.

A Golf Club has been formed at Kobe. The links are at Bokkoku, the range of hills at the back of the town.

Twenty-three men have departed from the U.S.S. *Annapolis*, now at Cavite. A reward of twenty dollars for each man returned to the ship was offered.

A Newchwang correspondent says the whole Province is in that state of unrest which originated with the building of the Chinese Eastern Railway, reached its culmination in 1900, and is unlikely to subside for more years than constitute the average length of life as computed by statisticians.

The marriage of Mr. G. W. Pearson, of H.B.M. Consulate at Fochow to Miss Macdonald, sister of a former assistant, was celebrated at H.B.M. Consul's residence on the 24th ult. in the presence of a brilliant assembly of guests. Most of the Fochow community were there, as the *Echo*, and, in addition, a number of Chinese officials, who took a keen interest in the fortunes of the popular bridegroom.

A Russian with several aliases who, assuming the title of "Count" and pretending to be empowered by the Russian Government to appoint Consular agents, recently victimised foreigners—chiefly missionaries—in several parts of Japan, has been found guilty of obtaining money by false pretences, and has been sentenced to three months' imprisonment, fined 6 yen, and condemned to police surveillance for six months after leaving the prison and to pay the costs of the proceedings.

There are several districts in Chihli where discontent is rife and where the standard of rebellion has already been hoisted. A Tientsin letter to hand, says the *N.-C. Daily News*, now states that in the district of Yutichien, belonging to Tientsin prefecture, the malcontents number quite 3,000, and they are comparatively well provided with modern arms and ammunition, while the motto on their great, or battle standard, bears the legend "Sweep away the Tartars and annihilate the foreigners"—the last part a most suicidal "platform" to adopt.

Mr. E. Sumitomo, the "Copper King" of Japan and the proprietor of the Sumitomo Bank, is providing the City of Osaka with a free library. There are about forty free libraries in Japan, the *Kobe Chronicle* states, but they are mostly of small dimensions. The one which is now being built at the expense of Mr. Sumitomo is described as a huge building. Mr. Sumitomo offered to provide 150,000 yen for the building and, 50,000 yen towards the purchase of books. The City authorities provided the site of the building and have agreed to contribute 15,000 yen towards the book fund before taking over the building and to provide at least 10,000 yen a year for ten years towards maintenance and general management.

It is stated from Peking that the two Commissioners who are to represent the Chinese Government at the Osaka Exhibition next month, namely, Na Tung and Chou Ming-wei, have been given the magnificent sum of Tls. 2,000 each "for expenses in Japan," which also includes passage money, etc., to and fro. According to the *N.-C. Daily News* the Commissioners also take with them a staff of some eighteen secretaries and attachés, who are to be given Tls. 1,000 each for expenses. It may also be stated here that several Viceroys and Governors of provinces are sending their own representatives who have been provided with funds more worthy of the occasion and as a means of further cementing the growing friendship existing between the people and officials of both Empires.

The *Japan Mail* referring to a theory propounded in the *Debates* that Japan is to absorb China, observes that in spite of the attractions of such a theory from the purely speculative point of view, belief in its truth can scarcely survive the absence of any evidences of consummation. The peaceful conquest of China certainly does seem to be going on slowly, but at present there are no appearances that any large part of the fruits of victory will fall to Japan's share. It is a campaign in which money holds the field. There are occasional displays of the mailed fist, but their results are fitful and the condemnation they provoke soon obscures their results. Concessions are the great weapons: mining concessions, railway concessions, navigation concessions, and so on, in all of which Japan has a very small part, her available capital not being sufficient even for the purposes of her home development.

A monument is to be erected in San Francisco at a cost of \$34,000 "commemorative of the heroic deeds of the (United States) volunteers during the late war with Spain." A design by Mr. Douglas Tilden, the sculptor, has been accepted. The monument is to be composed of bronze upon a pedestal of granite, the whole to be of a total height of twenty-six feet; the bronze group will be sixteen feet in height, and all the figures in the group of heroic size. The group consists, first, of an American officer standing with sword in one hand and revolver in the other near a prostrate American soldier, who has evidently just been wounded. Behind the standing officer and over the prostrate form of the fallen soldier, is the figure of Bellona, the goddess of war, seated upon the winged horse, Pegasus. The head of the goddess is surmounted by a Greek casque. She is leaning forward, holding in her left hand a furled banner and with her right arm extended holding a poised sword. The prostrate soldier lies upon a dismounted cannon. Graven upon the face of the monument will be the names of the California volunteers whose lives were laid down for the honour of their country.

A paragraph in a San Francisco paper dated the 6th ult. reports the arrest of Captain Elider of the *Coptic* on a charge of allowing seven Chinese to escape from his steamer. The journal adds that a fine of \$1,000 is provided by the law as a penalty for the escape of a Chinese.

Japanese newspapers announce the arrest of Mr. Yeto Iwahiko, one of the largest of the Osaka dealers in kerosene oil. He is charged with having bought up the boxes and cans of the Standard Oil Company bearing the *Umatenu* brand, and by means of them he pawned off cheap and altogether inferior oil on the public. The business proved highly lucrative for some time, but the Standard Oil Company's agents, informed of what was going on, took legal proceedings at the close of last year, and Yeto has now been arrested. This is a fraud, as the *Japan Mail* remarks, that deserves to be punished in the most exemplary manner.

The request of M. Delcasse, Minister of Foreign Affairs, to adjourn the enquiry into the Siam Convention does not constitute a withdrawal of the convention, says a cable to the *Echo de Chine*. M. Delcasse considers that it is absolutely necessary, before ratifying the convention, to regulate the economic relations between Siam and Indo China, because Siam has not given any proof of the goodwill that it manifested at the moment of the signing of the convention. M. Delcasse intends to ask Siam to authorise the continuation as far as Bangkok, passing through Babone and Korat, of the railway projected between Hue and Bassac and the construction of another French line on the right bank of the Mekong as far as Monkhai. In diplomatic circles it is believed that Siam will make numerous objections. The journals publish an interview with M. Delcasse, in the course of which he declares that Siam will refuse important alterations and hopes that M. Delcasse will charge M. Bean, Governor of Indo-China, to undertake new negotiations.

A general order issued by the United States War Office contains the following announcements:—Major-General Arthur MacArthur is assigned to command the Department of California; Brigadier-General James F. Wade will relieve Major-General Davis of the command of the Division of the Philippines on or before June 26th; Brigadier-General Leonard Wood will proceed to Manila for assignment to command the Department of Mindanao; Brigadier-General George Randall will be relieved of the command of the Department of the Columbia, April 1st, and report to the commanding General, Division of the Philippines; Brigadier-General Funston will be assigned to the command of the Department of the Columbia; Brigadier-General William H. Carter will be relieved from duty with the War College Board on July 30th, to report to the commanding General, Division of the Philippines. Brigadier-General Wade will be promoted to the grade of Major-General on the retirement of Major-General Hughes in April next and will relieve General Davis of command of the Division of the Philippines in July. Inasmuch as he has already been on duty in the Philippines beyond the usual two years' detail, it is generally understood in Army circles that he will exercise command of the forces in the Philippines for a few months only, and that he will then be succeeded in that duty by Brigadier-General Wood.

The Shanghai *Mercury's* correspondent at Changteh, Hunan, writing on the 13th ult. says:—Indications are getting rather frequent that Changteh is in the mind of steamship companies as an objective point of the trade of western Hunan and the whole of Kweichow. Further evidence to this fact has been furnished by the recent visit of Captain W. Smith, representing Butterfield and Swire, to this city. A very few words may serve to tell the story of Changteh's connection with the outside world by means of steam. The first boat propelled by steam to this city was the British gunboat *Woodlark*, which made the trip in the summer of 1899. In 1901 the *Woodlark* paid a second visit, and at the same time also two Chinese companies began running launches from this capital to this place, but for some reason these were discontinued after several months. The Anglo-French Mining Company, of Kweichow province, has two launches which have made a number of trips since 1901, they being run from Shansi. Last year the British gunboat *Snipe* and the German *Vorwarts* were both here, the *Snipe* making two trips. This is in brief the history of steam navigation up the Yuen River. The trade of this section is quite well known to the various steamship companies, and once a waterway for the greater part of the year is found, they will be quick to start steamers in this direction. The object of Captain Smith's trip was to ascertain if a passage could be found for light-draft steamers at this season of the year.

BIG ROBBERY.

Seven Chinamen were brought up on remand at the Police Court on Saturday charged with stealing from a native trader and a married countrywoman money and clothing to the value of \$3,914 on the 20th ult. All the parties arrived from Singapore on that day, and when the complainants got ashore and began to look out their baggage they found to their dismay that the box in which the money and clothing were locked was missing. The police were communicated with, and the box was traced to a Chinese boarding-house, where, in a room occupied by eight men, seven of them the defendants, it was found broken open and rifled of its contents. The men, in whose possession most, if not all, of the money and goods were found, were arrested and charged, but for want of direct evidence the case against them failed and they were acquitted.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

FORGED BANKNOTES AT SHANGHAI.

SHANGHAI, 8th March.

The discovery of a few forged Hongkong and Shanghai Bank five-dollar notes has caused an unimportant run by holders of the Hongkong and Shanghai and the Russo-Chinese Banks' notes. The notes were forged by Japanese.

There is no serious scare. A Japanese was arrested yesterday, several forged notes on the Hongkong and Shanghai and Imperial Banks (Shanghai) being found in his possession.

It is doubtful whether the offence is punishable under the Japanese code.

REUTER'S SERVICE.

HEALTH OF THE POPE.

LONDON, 5th March.

The Pope is suffering from a cold, and has been ordered complete rest for a few days.

THE BRITISH ARMY.

LONDON, 5th March.

An army order has been issued abolishing the lance except for ceremonial purposes.

THE SOMALILAND EXPEDITION.

LONDON, 5th March.

The column advancing on Galkayu has arrived at Debit on the lines of communication.

MILITARY.

LONDON, 5th March.

Mr. Brodrick announced in the House, the appointment of a Royal Commission on the condition of the volunteer forces. Mr. Balfour moved that the growing needs of the empire require the establishment of a permanent defence committee, the results of whose work should be handed down from Government to Government, thus securing a continuity of policy hitherto not possessed. The motion was received with enthusiasm and adopted.

The army estimates amount to £24,245,000, providing for 235,731 men exclusive of India, but including £4,000,000 for special expenditure in South Africa.

THE HEALTH OF THE POPE.

LONDON, 6th March.

The Pope has recovered.

NEW BRITISH NAVAL BASE ON THE NORTH SEA.

LONDON, 6th March.

Mr. Balfour announced in the House of Commons that a new naval port and base are to be established at St. Margarets Hope on the north side of the Forth near Queensferry.

THE ARMY SCHEME IN THE HOUSE OF LORDS.

LONDON, 6th March.

Lord Carrington in the House of Lords moved the reconsideration of the Army Scheme in view of the experience gained in South Africa, and advocated making South Africa the base of the army. The motion was defeated by 51 to 15.

ARREST OF A RUSSIAN NAVAL OFFICER AT ADEN.

LONDON, 6th March.

A Russian naval officer has been arrested at Aden for spying on the fortifications near the key of the defences from which the concealed batteries are worked. Two British officers escorted the Russian officer as a prisoner to a Russian warship where he was released. The garrison is intensely irritated at the incident in view of the fact that the Russian officers were being treated by the British as distinguished visitors.

A DARING BURGLARY.

Between Saturday night and Sunday morning the premises of the Victoria Hair Dressing Salon, situated on the ground floor of Commaught House, were broken into by thieves, and goods, consisting of razors, umbrellas, perfumery, meerschaum pipes and cigar holders, to the value of about \$1,000 stolen. It appears that the burglars broke open the side door in the lane leading to the *Daily Press* office, and thus entered the stores. The police have the matter in hand, and it is to be hoped that they will speedily be able to capture the thieves and trace the missing property.

THE BROUGH COMPANY IN A NEW PLAY.

"WHEN WE WERE TWENTY-ONE."

On Saturday night Mr. Brough put on yet another new play. *When We Were Twenty-one* has not been produced in these parts before. It enjoys a great reputation in England and America. Only natural it was therefore that there should be a crowded house to witness its first representation. There was no doubt about the reception the new piece got, for it was very cordial and altogether appreciative. Within the four acts of *When We Were Twenty-one*, Mr. H. V. Esmond has contrived to concentrate many of the elements which go to constitute a dramatic success: the manner, however, rather than the matter is what makes for that felicitous result. It is with something of a sigh that one turns one's back upon the stage when the curtain finally drops. There is a longing left unsatisfied. The ending is too much like the last page of some Thackeray novel. "And now, children, the play is ended; let us put away the puppets and go to bed." We can not forget that the play is ended, cannot grasp a fixed idealisation so beloved of the pit, which after all is the articulate pulse of the house. It is the romance of the play that chiefly makes it attractive. The author does not depend much upon effect. It is in the love story that the charm lies, while the interest is adequately sustained by the play of the human passions presented by the conflict and contrast of the characters. It may be excusable to glance at the plot, though it is perhaps well enough known. Richard Carowe and three friends of his undertake the responsible task of bringing up the son of an old friend of theirs who died. Young Phyllis is known affectionately as "The Imp," and so much do his ongoings belie the carefulness of his early training that the pet appellation can well be applied to him in a sense in which it was not originally bestowed. He is engaged to Phyllis Ericson, a pretty girl, one of Carowe's household, much to the satisfaction of the four godfathers, who by the way are in the habit of referring to themselves as the "trinity," with the same disregard of numerical accuracy that "The Three Musketeers" of our acquaintance so egregiously displayed, and with such extraneous results. But to return: the "Imp" becomes entangled with a music-hall star who glories in a scousery of skirt and reputation and who manages to inveigle the enamoured youth into secretly marrying her, she thinking that he is rich. The "Imp's" secret is discovered through the "Imp" dropping a letter from his lazar-house, which misleads his four sponsors as well as Phyllis become acquainted with the contents of, with electric effects that may be imagined. But Phyllis does not know that the "Imp" is the person to whom the letter refers, and Carowe, in a chivalrous endeavour to spare her the pain the disclosure of the real state of things might engender, allows her to conclude that it is he himself who is entangled with the lady of the music-hall and a powerful scene—the scene of the play—occurs between Carowe and Phyllis in which Phyllis taunts him almost to madness about his queen of the footlights. Meanwhile the "trinity" try to rescue the "Imp" from the consequences of his rashness, but their efforts are of no avail; he worships the "Firefly" as she is called and denounces the "trinity" as traitors for denouncing her. In the midst of all this convulsion it becomes apparent to Carowe and Phyllis that they love each other—she has never really cared for the "Imp"—and after some charming love passages and a clearing of the air with regard to Carowe's real position, they ultimately get engaged whilst the "Imp" adheres to his belief and faith in the music-hall girl and is only disillusioned when she, finding that he is not a man of fortune, deserts him for an old lover. That is the skeleton of the plot. Written by an actor as it is, the play does not possess to any degree the features that generally characterise the productions of an actor-playwright. As we have indicated, it is not "stagey"—a nasty word, but there is no equivalent so expressive. *When We Were Twenty-one* is a fine play in every sense of the term. Its movement is on the surface staid, its motive is subtle and its environment domestic. Played by an indifferent company, one could imagine it a wholly unattractive piece. There is in it nothing of melodrama. The "curtains" are arranged with the skill which we may expect an actor to bring to bear upon his work. But they would be thin in the estimation of a provincial manager. The most powerful scene is that in which Phyllis taunts Carowe with his supposed infatuation for the "Firefly" it undoubtedly would be a worthy "curtain." But no; Mr. Esmond lets the act close with, in our opinion, a less effective scene, the "Imp" flinging out of the room in a rage with his four guardians. The first act is colourless with the exception of the last episode before the curtain falls; the second really contains the climax of the story; the third is consequently weak; and the fourth is, as all last acts in this kind of plays should be, placid and full. We should like to see *When We Were Twenty-one* in a setting of the Forties. It would strengthen the favour. As it is, Mr. Esmond's play is a play the presentation of which calls for no mediocre abilities on the part of the persons presenting it. We are fortunate in having had it brought out under the aegis of Mr. Brough. The representation of it which the Brough Company gave was wholly admirable. There are three parts in it that can be called principal. First of all is Mr. Carowe; this character was assumed by Mr. Brough and done in a manner that in the opinion of some eclipsed all his previous efforts. The rôle gives opportunity for the exercise of those high talents of characterisation and finesse possessed in so eminent a degree by Mr. Brough, and of these opportunities he did not let one pass. His acting was splendid and called

forth repeated tokens of admiration. Miss Brenda Gibson as Phyllis acquitted herself most notably. Phyllis is the best thing she has done here. Her portrayal of the character was charming, and this added to her charms of person made the house welcome her every appearance on the stage and feel that something was looking when she was off. In the part of the "Imp" Mr. Ernest Vere alone with unmistakable lustre and proved again if need were the versatility and forcefulness of his powers. His "Imp" was admired by everyone. Mrs. Brough did what little she had to do as the "Firey" excellently. Miss Sueie Vaughan brought all her accustomed finish and conscientiousness of method to bear upon her character study of Mrs. Ericson. Mr. Leslie Victor as Sir Horace Plumley, Mr. W. T. Lovell as Colonel Graham and Mr. Percy Walshe as Dr. McGrath were uniformly clever, and the Doctor's brogue was delightful. The other parts were well filled by Miss Gillies Brown (Budge), Miss Temple (Babette), Mr. Orlando Daly (David Hirsch), Mr. M. McLean (Hughie Belmont), Mr. McIntyre (Wallis Brundell) and Mr. Charles Hartly (Herbert Corrie). The setting of the play was of a piece with the traditions of the Brough Company, excellent. Mr. Claude White is to be congratulated upon the success of his scenic efforts.

To-night When We Were Twenty-one will be repeated. To-morrow The Liars will be presented and on Wednesday The Second Mrs. Tanqueray.

THE NEW SANITARY BOARD.

H.E. the Governor has appointed Dr. J. M. Atkinson president, Hon. W. Chatham vice-president, and Colonel W. E. Webb, R.A.M.C., Messrs. E. Osborn, Fung Wa Chun and Lau Chu Pak members of the Sanitary Board.

MUSIC FOR THE PUBLIC.

The band of the 33rd Burma Infantry will play the following programme of music on the New Parade Ground to-day between 4 and 5.30 p.m.

March, "Abbas Pasha"..... Elford
Overture, "Lodoiska"..... Cherabino
Selection, "Reveries of the Plantation"..... Chambers
Aria, "Orpheus"..... Ord
Fantasia, "A Pastoral Scene"..... Ord
Valse, "The Dancing Girl"..... Coots

BANK RETURNS.

The following returns of the average amount of bank-notes in circulation and of specie in reserve during February, as certified by the managers of the respective banks, appear in the Gazette:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	3,507,713	1,550,000
Hongkong and Shanghai Banking Corporation	14,022,252	7,500,000
National Bank of China, Limited	444,714	150,000
Total	18,974,659	9,200,000

AUTHORISED ARCHITECTS.

The following list of authorized architects, prepared under Section 7 of the Public Health and Buildings Ordinance, No. 1 of 1903, by His Excellency the Governor in Council, is published in the Gazette:—James Fettes Boulton, William Chatham, William Danby, Albert Denison, Henry George Corral Fisher, Lawrence Gibbs, Bernard Brotherton Barker, Ernest Manning Haselard, Augustus Shelton Hooper, Robert Kennaway Leigh, John Lemm, James Orange, Clement Palmer, Edward Albert Bain, Eugenio Francisco Xavier dos Santos Remedios, Hugh Pollock Tooker, Arthur Turner, Charles Warren, Wong Kat Son, and Wong A Cheong.

FILIPINOS AT HANOI EXPOSITION.

ALLEGED BAD TREATMENT.
The following is from the *Gaceta* of Manila:—

With the arrival of the steamer *Hai Hao* (Captain M. Merles) from Haiphong, came one hundred and sixty Filipinos from the Hanoi Exposition. They came at the request of the Union Obrera Democratica of Manila which was advised to take this step by Governor Taft. It will be remembered that a few weeks ago some of the men got mixed in a quarrel with the Exposition Guards and as a result three of the guards were badly stabbed, one of whom almost died from the effects of his wounds. The party returns with depositions and evidence concerning the fray and the manner in which Filipinos were treated by the French authorities, and it is the intention of the Union Obrera Democratica to prosecute the Exposition officials for damages on account of insufficient protection afforded the natives as per the terms of their contract. Many of the men have returned very poor in pocket because a number of them were imprisoned by the authorities and fined two hundred pesos each, a considerable sum to them.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Sydney*, with the next French mail, will leave Saigon to-day, at 5 a.m. for this port.

The Imperial German mail steamer *Darmstadt*, which left here on the 4th ult., arrived at Genoa on the 5th inst., at 6 p.m.

The Indo-China steamer *Zaitang*, from Calcutta and the Straits, left Singapore for this port on the 7th inst., at 6 a.m.

The C.N. steamer *Pinguey* left Singapore at 5 p.m. on the 6th inst., and is due here on the 13th inst.

The C.N. steamer *Dioned* left Shanghai on the afternoon of the 6th inst., and is expected to arrive here to-day.

RECOMMEND MACKENZIE & CAMERON'S PENS.

THE FLYING SCOTCHMAN PEN, instead of a Q-11. THE FLYING J. writes 200 words per dip. Sold at all Stationers. Waverley Works, Edinburgh.

CRICKET.

H.K.C.C. v. THE NAVY.

The above match, which was played on Saturday last in dull weather, was the fourth that the H.K.C.C. have played against the Navy this season. The first match resulted in a draw in favour of the Club, the second ended in a draw in favour of the Navy, in the third the Club gained a decisive victory, and in the fourth—the one under review—the Navy equalised matters by winning by 22 runs. Thus, during the present season, superiority cannot be claimed by either side and it is perhaps a pity that it is now too late to arrange a deciding match. It was known that the Navy would perhaps be able to put their strongest eleven into the field, as nearly all the cricket-playing ships happen to be in the harbour just at this time. The Club, too, had a fairly representative side, though it might undoubtedly have been strengthened, especially in batting, and, as a matter of fact, it was weakness in this department that lost them the game.

The record for unpunctuality was eclipsed on this occasion, as it was 12.20 before a start was made—exactly 80 minutes after the advertised time! This state of affairs was mainly due to the members of the Club team, only five of whom had appeared on the ground at 12 o'clock! Unpunctuality has been a very prominent feature of the present season, and though in some cases unavoidable to a great extent, it is undoubtedly due to the lack of keenness and enthusiasm that has been so apparent. It is to be hoped that before next season comes round the Committee will devise some means of remedying this growing evil.

Ward was once again successful in the spin of the coin and decided that his side should bat first. He accordingly sent in Lambie and Rimington to face the bowling of MacKinnley and Carter. With 18 scored, Rimington made a tame stroke and was caught at mid-on. Ward followed and a good stand was made, both batsmen playing carefully. They were still together at one o'clock when the tiffin bell rang, the score then being 56 for one wicket. After tiffin, as so frequently happens, wickets fell rapidly. Ward was the first to go, being bowled for a useful 29—he had helped Lambie to add 44 runs for the second wicket—then Dixon was bowled for 9 and soon afterwards Lambie's invaluable innings was brought to a close—he had made 32 in excellent style. Hancock and Elborough made a bit of a stand, but after scoring 15, the former was also bowled. Fawcett still pursued by his ill-luck—Bird, Hooper and Gray all failed; meanwhile Elborough played sound cricket, and, by his skill and confidence, showed that, after all, the bowling was not unplayable. Woodgate came in place of Fawcett, who, though chosen to play, never turned up at all, and, with Elborough, added 18 runs for the last wicket. With the downfall of his wicket the innings terminated for the modest score of 148. Elborough carried out his bat for an inimitable 45, and too much praise cannot be given to him for his plucky effort. The general weakness of batting may be judged from the fact that between them four men made 129 out of the 148 runs scored and no less than seven men were clear bowled, and that on a comparatively easy wicket! True, the light was bad, but it is to be feared that lack of practice was the chief cause of the weakness of defence. Garde was in excellent form "behind the stumps" and, as will be seen, gave away no extras. The fielding was good, though at least one catch was missed. Tonlinin bowled uncommonly well and took 5 wickets for 34 runs. Allenby and Garde started the batting for the Navy, and Dixon and Bird followed. Allenby gave little trouble, as also did Cooke, but on Moore joining Garde, a determined stand was made, and, despite several changes of bowling, the score was taken to 33 before Garde was well caught in the long-field by Gray for an excellent innings of 48. Pannett did not stay long, being well caught and bowled by Rimington, but Carter again played good cricket and materially helped Moore to increase the score. The latter played splendidly and his was the highest individual score of the match. He was not got rid of until 120 had been "telegraphed," at which total he was caught for an admirable 52. With 29 runs still wanted by the Navy, it looked as if the Club might possibly pull off the match. Any hopes to that effect were, however, immediately dispensed on the arrival of Blair, who lost no time in setting about making the necessary runs. He hit at almost everything, and in about ten minutes the Club total was passed. Blair's 31, coming when it did, was most useful and certainly materially helped to win the match for the Navy. The vigour of his hitting may be judged from the fact that his 31 contained no less than seven 4's! Carter's excellent innings was brought to a close by a very pretty catch at short slip by Hancock, who had given up the gloves to Elborough. None of the others did much, and the whole side were out for 170. Curiously enough, as on the Club side, four men were mainly responsible for the Navy's total, as they scored 148 runs between them—the rest including "Mr. Extras" scoring 21. Hancock, who went on bowling at the end—it was a mistake that he was not tried before—came out with the excellent analysis of 3 wickets for 7 runs. Dixon bowled steadily throughout, though he was rather severely treated by Blair, and his 5 wickets for 59 was a decidedly good performance. The Club fielding was much above the average and—miraculous dicta—there were no catches missed! On the other hand there were several excellent catches made, notably the ones by Gray and Hancock mentioned above, and a very smart one by Dixon at short slip that disposed of Blair. Indeed, both the bowling and fielding were good—it was really a very creditable performance to go to the end of a strong batting side for 170—and if the batting had only been up to the same standard, the result might well

have been different. Mention must be made of the general utility of Elborough, who not only played the best innings of his side, but also, when Hancock was put on to bowl, kept wicket "as one of the greatest bowlers." His certainly is a great acquisition to the nine, two numerous playing members of the Club. The following are the full scores and analyses:—

H.K.C.C.					
P. T. Lambie, b Tonlinin	32				
A. T. Rimington, b F. Garde	4				
A. G. Ward (capt.), b Blair	5				
F. M. Dixon, b Tonlinin	15				
H. Hancock, b Tonlinin	15				
A. C. E. Elborough, not out	45				
Capt. Fawcett, b Blair	1				
E. E. O. Bird, b Tonlinin	1				
J. Hooper, c Moore, b MacKinnley	2				
T. C. Gray, c Sheffield, b MacKinnley	7				
J. A. Woodgate, b Tonlinin	0				
Extras	21				
Total	148				

THE NAVY.					
Lt. Allenby, b Blair	3				
R. B. Garde, b Blair	43				
G. A. Cooke, b Blair	6				
G. Moore, b Blair	52				
A. D. Pannett, b Blair	5				
E. M. Carter, b Blair	23				
Sub-Lt. Blair, b Blair	31				
Lt. Goldsmith, b Blair	1				
Lt. Sheffield, b Blair	1				
Lt. Tonlinin, b Blair	1				
A. W. MacKinnley, b Blair	1				
Extras	5				
Total	179				

BOWLING ANALYSES.

H.K.C.C.					
MacKinnley	9	2	37	2	
Carter	12	1	5	2	
Blair	14	1	34	5	
Tonlinin	1	7			
Sheffield	1	7			

On Saturday next the return match Public Schools and Universities v. the Rest will be played. As the first game resulted in a win for the Rest, the Public Schools and Universities will doubtless try to obtain their revenge.

CIVIL SERVICE v. R.A.M.C.

The following are the scores in the match Civil Service C.C. v. R.A.M.C., played at Happy Valley on Saturday:—

CIVIL SERVICE.					
Hutchins, b Cook	11				
Witchell, b Cook	10				
Brett, c Wilson, b Harvey	28				
Woolley, b Cook	0				
Comnelley, b Cook	1				
H. W. Gidley, c L. Hancock, b Cook	1				
Brown, c Elborough, b Cook	0				
Goldsmith, b Wilson	2				
Wheat, b Cook	5				
Knight, c Allwright, b Cook	4				
S. N. Gidley, not out	2				
Extras	4				
Total	66				

R.A.M.C.					
Lt. Harvey, b Elborough	4				
Staff-Serjt. Wilson, b Witchell	10				
Pte. Woolley, b Brett	8				
Pte. Cook, b Witchell	5				
Lt. Craig, b Brett	5				
H. A. Allwright, c Witchell, b Brett	0				
Staff-Serjt. Senior, stumped	1				
Pte. Duff, b Brett	7				
Capt. Skinner, c Gidley, b Witchell	0				
Pte. Chaffer, c Woolley, b Brett	0				
Pte. Williams, not out	10				
Extras	10				
Total	54				

CRABTREE & CO. v. MR. H. A. LAMBERT'S ELEVEN.
The match between the Crabtree Cricket Club and Mr. H. A. Lambert's Eleven was played at the Happy Valley on Saturday. The former won by 43 runs. Appended are the scores and analyses:—

H. A. LAMBERT'S ELEVEN.					
R. A. Seth, run out	7				
Austin, b Elborough	1				
H. A. Lambert, b W. B. Brown	1				
H. S. Sevan, hit wicket, b Horton	1				
W. B. Brown, c Kinnaird, b Brown	2				
S. Moore, b Horton	2				
F. W. White, c W. B. Brown	0				
A. Remedios, run out	0				
Graco, b Horton	4				
Spence, c Stuart, b Brown	25				
Millar, not out	3				
Extras	5				
Total	45				

A. O. BROWN & CO.					
A. O. Brown, b Elborough	37				
L. E. Lamont, b Rose	17				
E. R. Horton, b W. B. Brown	7				
J. D. Kinnaird, c Seth, b White	0				
E. Rose, b Brown	2				
H. E. Anger, b W. B. Brown	2				
L. A. Rose, b White	2				
R. Foston, c Sevan, b Rose	0				
J. F. Jordan, not out	0				
J. L. Stuart, b Elborough	0				
H. Jacoby, b Rose	0				
Extras	6				
Total	68				

BOWLING ANALYSES.					
W. Rose	9	2	54	3	
White	9	2	54	3	
H. A. Lambert	2	1	2		

FOOTBALL.

H.K.F.C. v. H.M.S. "ARGONAUT."

The Shield Committee having decided to postpone the semi-final tie between H.M.S. *Glory* and *Ocean* till the 14th inst., the Club was able to invite the finalists, H.M.S. *Argonaut*, to a friendly game on Saturday. The naval men were minus three of their Shield team—right wing and centre-half—but capable substitutes were forward. At 4.20 the teams lined up as follows:—

H.K.F.C.—Hickling, goal; Bonnar and Austen, backs; Henderson, Kew, and Canfield, halves; Lemaire, Rutherford, Cooper, Seth, and Davis, forwards.

H.M.S. *Argonaut*—Robinson, goal; Taylor and Morrison, backs; Clissold, Taylor and Percy, halves; Brown, Ainsley, Gogole, Paton, and Callaghan, forwards.

The Club won the toss, but decided to face a strong wind. The navy were the first to get into close quarters, and gained a corner, which Brown placed nicely. Rutherford, however, secured possession, and took the ball well down, but his passing shot was yards wide. Fancy play by the *Argonauts* left wing was of small service to their side, and Austen cleared easily. A dangerous raid by the navy forced a corner off Kew, which, however, Callaghan made a hash of. Lemaire and Rutherford were playing splendidly together, and Percy and Morrison had as much as they could manage to keep them out of shooting distance. Though

handicapped by the wind, the civilians were having more than a fair share of the game, the forwards combining nicely. Responding to an appeal from their supporters to "come away," the *Argonauts* attacked and Ainsley sent a hard, high shot into the corner of the goal, which Hickling cleared. Keeping up the pressure, the Shield finalists twice in quick succession had hard lines in not scoring. Hickling having to handle, on both occasions. Bonnar was playing his usual hard game, his heading being perfect. The *Argonauts* at last were rewarded for their constant pressure. Austen miskicked into the far side of the goal, out of Hickling's reach, and Bonnar, making a plucky effort to save off a score, headed through the goal, the ball striking the inside of the upright and falling into the net. All the game was now close in on the Club's goal, and three abortive corners fell to the navy. It looked odds on their increasing their lead, but half-time was called with the score—

Argonaut, 1 goal; H.K.F.C., 0.

The second half opened in striking contrast to the conclusion of the first period, for quite ten minutes play being, to say the least, tame and uninteresting. Then the Club defence had an anxious time, but with the aid of a little luck kept the goal intact. A dangerous attack was brilliantly cleared by Austen, who was playing a reliable game. In running out to save, Hickling was impeded and though the ball was sent into the net, the foul nullified the point. Play at this period was mostly in favour of the naval men, who were showing first-class combination. The chance of the game fell to Cooper. Henderson centred right into Cooper's feet, but the centre lifted the ball high over the bar. The homesters at this stage were of value for a good, but the forwards, though excellent in the open, failed early when it came to finish. Full-time arrived with the score—

H.M.S. *Argonaut*, 1 goal; H.K.F.C., 0.

THE HONGKONG HOTEL CO., LD.

The following are the accounts of the above Company, the report of which we published on Saturday:—

BALANCE-SHEET, 31st December, 1902.	
Capital	600,000.00
12,000 shares at \$50 each (fully paid-up)	600,000.00
1,000 mortgage debentures, authorized, issued at \$30	30,000.00
Less 550 do. not issued	15,000.00
Reserve fund	22,000.00
Stock of wine, provisions, and sundries	33,379.34
Unclaimed dividends	5,890.00
Profit and loss account	93,272.69
Total	\$1,057,540.43

ASSETS.	
Value of land and buildings as per last report	—
Marine Lot No. 5 and remains	—
ing portion of Marine Lot	—
Remains portion of Marine Lot No. 7	372,045.60
Praya Reclamation	368,108.00
New building on reclamation to Marine Lot No. 7, payments on account	31,016.45
Value of furniture and fixtures as per last report	\$94,305.00
Less written off, as recommended in last report	10,000.00
Since added	\$4,364.64
Stock of linen, crockery and glassware, and sundries, and stationery	59,850.75
Shares in public companies, as per last report	7,033.81
Less 25 shares, Chamber Moore & Co., Ltd. sold	747.50
Licenses attaching to 1903	6,238.31
Value of steam launch as per last report	11,000.00
Less written off, as recommended in last report	1,000.00
Sundry debtors	10,000.00
Hongkong and Shanghai Banking Corporation	6,765.38
Hongkong and Shanghai Banking Corporation, No. 2 account	5,890.00
Cash in hand	282.46
Total	\$1,057,540.43

PROFIT AND LOSS ACCOUNT.	
For the six months ending 31st December, 1902.	\$
To balance forward	239.48
To rates	2,534.38
To half-year's interest on debentures (\$25.00 at 5 per cent.)	6,750.00
To fire insurance	1,752.75
To Crown rent	478.89
To repairs and renewals account	6,969.22
To directors and auditors' fees	3,250.00
To balance, to be appropriated as follows:—	
To pay a dividend of 12 per cent.	\$72,000.00
To write off furniture and fixtures	10,000.00
To set aside against repairs and renewals	10,000.00
To write off steam launch	1,000.00
To carry forward to next account	272.46
Total	\$98,272.69

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR 1903.	
By balance from 30th June, 1902	\$12,406.95
Less dividend at 12 per cent.	\$72,000.00
Less transferred to reserve fund	5,000.00
Less transferred to repairs and renewals account	10,000.00
Less written off furniture and fixtures	10,000.00
Less written off steam launch	1,000.00
Total	\$98,272.69

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Less transferred to repairs and renewals account	10,000.00
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Less written off steam launch	1,000.00
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Less written off steam launch	1,000.00
Total	\$98,272.69

By balance from 30th June, 1902	\$12,406.95
Less dividend at 12 per cent.	\$72,000.00
Less transferred to reserve fund	5,000.00
Less transferred to repairs and renewals account	10,000.00
Less written off furniture and fixtures	10,000.00
Less written off steam launch	1,000.00
	<u>\$3,000.00</u>

INSURANCES

NORTH BRITISH AND MERCHANT TIRE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1901.
215,722,098.

I. AUTHORIZED CAPITAL	25,000,000	0	0
SUBSCRIBED CAPITAL	2,750,000	0	0
PAID-UP CAPITAL	687,500	0	0
II. FIRE FUNDS	2,805,548	5	2

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.
Agents.
Hongkong, 1st July, 1902. [1796]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. [1113]

NORTHERN ASSURANCE CO.

ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO.
Hongkong, 14th January, 1893. [248]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN AND CHINESE RISKS.

HOTZ, JACOB & CO.
Hongkong, 1st September, 1902. [2327]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [23]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security ... 2,025,719
Total Losses Paid ... 23,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.
Hongkong, 22nd July, 1902. [142]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th May, 1892. [26]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

THE Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.
Hongkong, 29th May 1895. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th November, 1872. [25]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HCTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [29]

BROWN, JONES & CO., MONUMENTAL AND ORNAMENTAL MASONRY.

Have on View and for Sale at their Marble Yard,
ITALIAN MARBLE
Statuary Figures, Angels alongside Crosses, Obelisks, Columns, Rustic and Plain Crosses and Headstones; also
AMERICAN MARBLE
Crosses, Columns and Headstones; and
ABERDEEN GRANITE
Crosses and Headstones
For adults and children's graves.
CEMETERY MEMORIALS
made to any design in Italian and American Marble and Hongkong Grey and Blue Granite.

Special attention paid to LETTERING IN ANY STYLE OR LANGUAGE in imperishable lead, lead cement, gold, or black.

All work and material guaranteed to be the best and most durable. Prices to suit the times. Designs on application. Orders from outposts carefully and promptly executed.

Office: No. 17A, Queen's Road Central, 1st Floor, Marble Yard: No. 18, Morrison Hill Road, Hongkong.
Hongkong, 9th January, 1903. [3462]

TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,

BY ARTHUR CHAPMAN, Government Assessor.

Intending Subscribers are requested to send, as early as possible, Orders for as many copies as they may require, to
THE GOVERNMENT ASSESSOR,
The Treasury,
Hongkong, 19th February, 1903. [575]

PUBLIC COMPANIES

GEO. FENWICK & COMPANY, LIMITED.

THE FOURTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held in the HONGKONG HOTEL, THIS DAY (MONDAY), the 9th MARCH, at NOON, for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor. The TRANSFER BOOKS of the Company will be CLOSED from the 28th FEBRUARY until the 9th MARCH, both days inclusive. By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.

Hongkong, 9th March, 1903. [685]

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on THURSDAY, the 12th MARCH, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1902. The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 12th MARCH, both days inclusive.

EDWARD OSBORNE,
Secretary.
Hongkong, 24th February, 1903. [626]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL on FRIDAY, the 13th MARCH, 1903, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th MARCH, both days inclusive.

By Order of the Board,
C. MOONEY,
Secretary.
Hongkong, 2nd March, 1903. [684]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Pedders Street, on TUESDAY, the 17th MARCH, 1903, at 11 A.M., for the purpose of receiving the Report and Statement of Accounts to 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th MARCH, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 26th February, 1903. [659]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-FIFTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, on TUESDAY, the 17th MARCH, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th MARCH, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents.
Hongkong, 23rd February, 1903. [634]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Year ended 31st December, 1902, on or before the 15th instant, on which date the account will be closed.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 3rd March, 1903. [712]

THE CHINA BORNEO COMPANY, LIMITED (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 130 of the Companies Ordinance 1865 that a GENERAL MEETING of the Members of the above named Company will be held at No. 4, QUEEN'S BUILDINGS, Victoria, in the Colony of Hongkong, on THURSDAY, the 19th day of APRIL, 1903, at 12 o'clock Noon, for the purpose of having an account laid before them, showing the manner in which the winding-up has been conducted, and the property of the Company disposed of, and of hearing any explanation that may be given by the Liquidators, and also of determining by Extraordinary Resolution how the balance of the 25,000 fully-paid-up shares of the new Company to be allotted to the shareholders of this Company, being the fractional shares of such 25,000 shares, shall be dealt with and the manner in which the books, accounts and documents of the Company and of the Liquidators thereof shall be disposed of.

Dated the 6th day of March, 1903.
A. G. WOOD,
C. S. SHARP,
J. WHEELEY,
Liquidators.

Witness to the signatures of Alexander George Wood, Charles Stewart Sharp, and John Thomas Martin Wheeley.
JOHN HAYS,
Solicitor, Hongkong.

HONGKONG ST. ANDREW'S SOCIETY.

IT is requested that all OUTSTANDING BILLS against the Society may be forwarded to the undersigned not later than MONDAY, 16th MARCH.

DAVID WOOD,
Hon. Secretary.
Hongkong, 6th March, 1903. [744]

DAVID COESAR & SON, MERCHANT NAVY, LONG FLAX, RELIANCE CROWN, TARPULING.

ARNHOLD, KARBURG & CO.,
Sole Agents.

THE NEW GERMAN BATTLESHIP.

A new and very formidable recruit for the growing German Imperial Navy was launched at Kiel, in the *Braunschweig*, a heavy armoured battleship of the first class. She and her sister ships will be largest warships yet constructed for Germany, as they will have displacements of 13,200 tons.

The *Braunschweig* is 400ft. long and has a beam of 73ft., and the arrangement of her armament will not be very unlike that to be followed in the *King Edward* and other ships of her class now being built for our own Navy, although the heavy 9.2-inch guns will be absent.

The new German battleship will have a complete belt of Krupp steel at the water-line 9in. in thickness, but tapering to 4in. forward and aft of the two principal barbettes. On the top of this will be a 6in. belt amidships 7ft. in width, and, above this again, more 6in. plating forming a central battery for the greater number of the guns comprising the secondary battery. These weapons are, of course, quickfiring, and of 3.7-inch calibre, and are fourteen in number, ten being on the main deck and the remaining four in hooded barbettes of 6in. armour placed in recesses in the corners of the superstructure. Her main armament consists of four 11-inch guns placed by pairs in turrets or hooded barbettes of 16in. armour, while as an auxiliary battery she will mount when completed twelve 20-pounders and the same number of 1-pounders. Five torpedo-tubes will be installed, all of the submerged type. One will be right forward underneath the main, the remainder two on each broadside.

The flotation of the *Braunschweig* is protected not only by the extensive side armour, but by an armoured-deck 5in. thick and cellulosic packing. There is also another splinter-proof deck 1 1/2in. in thickness. Altogether she will carry a cuirass weighing no less than 4,200 tons. Like many other foreign men-of-war of recent construction the new German battleship will be provided with three screw propellers and is expected to realise a speed of 18 knots. Her coal supply, however, will not be very great for a ship of her tonnage, as she is not intended to stow more than 800 tons of coal or 70 tons of oil and 200 of oil. At a time when there is so much discussion as to the merits and demerits of water-tube boilers it is interesting to observe that the Germans have begun as it were to "hedge," so that the *Braunschweig* will have eight Thornycroft-Schultz water-tube boilers and six of the old-fashioned cylindrical boilers.

She will have three lofty funnels and two military masts of what is now the regulation type for German battleships, and this design has certainly some points to recommend it. The lower portion is so large that it would take a fair-sized projectile to bring it down, while the masts are not sufficiently lofty to be so top-heavy as were the preposterous castellated masts in vogue in the French Navy some few years back. The upper masts would appear to be as light as possible.

WITH THE EASTERN MAIL.
A BUSY SCENE.

If the conscientious India Mail Officer died suddenly at his post there should be found written on his heart, says Mr. R. W. Hotwell in *St. Martin's le Grand*, the number of bags committed to his charge, and the number of railway wagons in which the bags were stowed. It is these two items which the officer-in-charge, be he old at the business or new, must constantly have in mind during his 48 hours' railway jaunt across France and Italy. Immediately he finds them he must needs make a note thereof, or pay the penalty in loss of sleep and in the suffering of many vexations throughout the trip. The serious business of the India Mail Officer's life commences at Calais, whither he has proceeded on Friday morning. It is a busy scene. Upon a steamer being made fast and communication established by means of gangways, swarms of blue-smocked porters stream aboard and disappear into the hold. An instant after the ship disgorges men and bags in a thin blue line—one man, one bag, is the order of the day. The bags are carefully checked into the wagons; and when the last of the consignment is placed under lock and key the India Mail Officer adds to his list the number of bags in his possession.

Good-bye, Calais! Sleep, until Paris is reached, and then more wagons—the French Travelling Post Office—are added to the train. At Modane, the frontier town, there is much bustle, many formalities, in which the two great items of the number of the bags and alleges play the principal part, and then through the Mont Cenis Tunnel into Italy. Sleep, with interruptions at Paris and Bologna, until the blue Adriatic comes into view. Towards midnight there is a sudden cessation of the everlasting grind of the wheels and rattle of the carriages; much knocking at the door—

Brindisi at last. The one-man-one-bag-process now commences again, and continues for three weary hours. The scene is interesting, however, and is perhaps not unworthy of record. The first thing that strikes one is the appearance of the porters. They are not of the well-fed, blue-bloused Calais type, but are as motley a crew of human beings as could probably not be met with elsewhere except at Port Said, Aden, or Singapore. Tall, short medium-sized, clothed, very much partially clothed, booted, bootless, young, old, grave and gay, all busily intent on emptying the vans and transferring the mails into the hold of the splendid 20-knot steamer of the P. and O. Company which is made fast to the quay.

At the foot of the gangway stands an officer with a box divided into ten sections, each of which holds ten bamboo sticks—tallies. Each porter that enters with a bag is given one of the tallies, which he delivers at the head of the gangway to an officer who deposits it in another ten-holed box, and at the same time shouts out to a clerk sitting at a table near his elbow, under the glare of an electric glow lamp, particulars of the destination of the bags—"Hongkong," "Shanghai," "Bombay," "Singapore," "China Fleet," and so forth, hour after hour. As the box at the top is filled, it is carried to the bottom and replaced by its empty fellow. It is an admirable system of check, which has been introduced from China by the steamship company. Upon the delivery of the last bag accounts are examined; and given that the totals are mutually in accord, the steamer sheers off en route to Port Said, while the officer-in-charge, dog-tired, retires within the mosquito-curtain of his bed at the neighbouring hotel to dream of home and St. Martin's.

THE NEW RIFLE AND EQUIPMENT.
Every branch of the Service (the Military Mail says) is to be supplied with the new universal-pattern rifle. The exact design of this weapon has been finally approved, and a sealed pattern is in the War office. So far as the breech mechanism is concerned there is no change, except that the new rifle cartridges are loaded in a clip, exactly the same as the Boer Mauser, only the clip is oxydised instead of bright. The new rifle equals the existing type as regards velocity, trajectory and penetration, but the back sight is worked on the principle of the sighting of the Maxim gun.

Possibly the greatest difference is in weight; the new rifle weighs exactly eight pounds four ounces, or one pound less than the present rifle. This lightness is a very desirable quality, and it has been obtained by shortening the barrel, and remodelling certain parts which were formerly unnecessarily heavy. The new rifle is 4ft. 8 1/2in. in length, or 5 inches shorter than the present weapon; by means of this reduction in length the new rifle is rendered much handier in every respect.

In appearance the new weapon is not unlike a kind of Maxim gun. The wooden stock extends up to within one inch of the end of the barrel, and almost completely encircles it. This alteration has necessitated the adoption of a fresh method of affixing the bayonet, and the bayonet ring is no longer slipped over the muzzle, but over a small round piece of steel that projects from the top of the stock. The hilt of the bayonet is secured by a special spring which about four inches below the top of the stock. The bayonet hilt and ring are blued and the scabbard is of plain brown leather without any metal fittings.

The equipment is also of brown leather, and is very similar to the ordinary Slade-Wallace equipment, but far lighter and not so cumbersome, and, of course, minus the straps and buckles necessary to carry the valise. Three men and a sergeant of the Scots Guards, wearing the new equipment, and carrying the universal-pattern rifle, paraded recently before the King. His Majesty desired to see the effect of the brown leather belt and straps in contrast with the red tunic. Lord Roberts was present upon the occasion, and the King expressed his approval of the new equipment, and he was highly satisfied with the effect produced—this is indeed good news for Tommy, as it will mean less polishing and no pipeclay.

CARTRIDGES.
IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S SCOUTS, AMBERITE AND KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 15, and 20 BORE, and NEWCASTLE CHILLED SHOT in all sizes, Nos. 10 to 8886. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong, 23rd November, 1902. [1125]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 3 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [66]

THE HAPPY RETREAT, HAPPY VALLEY.

THE above well-known establishment has now been RE-OPENED under change of Management, and Refreshments may be had at all hours.

Dinner Parties a specialty. When you are down at the Happy Valley, don't fail to give this place a call.
Hongkong, 7th March, 1903. [761]

SHIP AND HOUSE CONTRACTOR, PAINTER, CARPENTER, GILDER, SAMPAN CONTRACTOR AND BRICKLAYER.

No. 31, GOUGH STREET.
Hongkong, 2nd March, 1903. [678]

ACHE

Ache all over. Throat sore, Eyes and Nose running, slight cough with chills; this is La Grippe.

Painkiller

taken in hot water, sweetened, before going to bed, will break it up if taken in time.

There is only one Painkiller, "PERRY DAVIS."

2727-2

GENTLEMEN'S OUTFITTING.

SHIRTS & COLLARS. ARE PERFECT FITTING, BEING SCIENTIFICALLY CUT.

NECKWEAR. OUR PATTERNS ARE EXCLUSIVE IN THE EAST.

PYJAMAS. SILK AND WOOL PYJAMAS ARE A LUXURY.

ALL BOOTS ARE MADE OF ENGLISH LEATHER ON AMERICAN LASTS. A GUARANTEE OF WEAR AND STYLE.

HOSIERY & UNDERWEAR. THE BEST MAKES PROCURABLE. A RANGE OF SIX DIFFERENT SHADES.

OUR SUMMER STOCK WILL BE ABSOLUTELY THE FINEST IN THE FAR EAST.

WM. POWELL, L.D.,

28 & 34, QUEEN'S ROAD, HONGKONG.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE, GELATINE-DYNAMITE, BLASTING GELATINE AND GELIGNITE, DETONATORS, SAFETY FUSE, AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT HONGKONG, SHANGHAI, WEIHWAI.

AGENTS—JARDINE, MATHESON & CO.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS FACTORY: CAIRO, EGYPT
EGYPTIAN CIGARETTE, (Close to H.E. Nubar Pasha's Palace.)

PURVEYOR TO THE BRITISH FIELD FORCE CANTERNS IN SOUTH AFRICA.

BRANCHES: BOMBAY, 20, ESPLANADE ROAD. CALCUTTA, 4, DALHOUSIE SQUARE. RANGOON, 72, MERCHANT STREET. LONDON, 119, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—MESSRS. KRUSE & CO., HONGKONG.

LAMBERT & BUTLER'S FRONTIER MIXTURE.

A PIPE TOBACCO. FRAGRANT. COOL-SMOKING. UNRIVALED.

This Tobacco is packed in round, air-tight tins, thus preserving in beautiful condition for an unlimited period its delicate fragrance, irrespective of all climates.

To be obtained of MESSRS. KRUSE & CO., in 4 lb. tins.

LAMBERT & BUTLER.

BRANCH BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.

WANTED. A HOUSE of Six Rooms, eligibly located. Early furnished if convenient. Call American Consulate. Hongkong, 7th March, 1903. [762]

WANTED AT ONCE. A PORTUGUESE as MASTER of a Steam Lighter running between Hongkong and Macao. Applicants must have necessary Certificates. Apply—Office of THE GREEN ISLAND CEMENT CO., LD. Hongkong, 7th March, 1903. [763]

WANTED. AN EXPERIENCED CHINESE CLERK to act as Storekeeper and Accountant. Apply to—C. L., Care of Daily Press Office. Hongkong, 6th March, 1903. [742]

WANTED. A HOUSE in the Central part of the Town suitable for a Studio. Apply to—C. W. CLARK, Post Office Box No. 142. Hongkong, 25th February, 1903. [645]

WANTED. A MALE TEACHER. Apply by Letter to—M. M. B., Care of Daily Press Office. Hongkong, 16th February, 1903. [540]

WANTED. A DENTAL SURGEON. No. 39, QUEEN'S ROAD CENTRAL. Office Hours—9 A.M. to 5 P.M. Hongkong, 19th March, 1902.

NOTICE. H. WEISMANN, Proprietor of the European Bakery, begs to notify his Hongkong Customers and the public in general that he will OPEN on 1st MARCH, or as soon after as possible, a DEPOT in connection with his Bakery, at No. 13, WELINGTON STREET (next door to Ramsey & Co., bicycle shop, D'Almeida St.), to enable his customers to more easily obtain their Bread and Cakes, &c.

This Depot will be fitted up as a Refreshment Room, and Tea, Coffee, Chocolate, Mineral Water, Ice Creams, Cakes, &c., will be always ready.

Mr. WEISMANN has had experience in the Pastry Cook and Refreshment business in Australia and America as well as in Europe, and thoroughly understands the requirements of the business.

H. WEISMANN.
Hongkong, 14th February, 1903. [537]

ASK FOR CORONATION CUP. A most delightful beverage just produced by a well-known firm in Manchester.

VI-KOLA. A draught of this stimulating refresher brings on quickly a sense of vitality and buoyancy that makes life worth living.

STONE GINGER BEER. A celebrated beverage filled in Patent Codd-neck bottles to avoid structural contamination of any kind, which the earthen bottles could not prevent, being decorated in their interior surface with a net-work of dirt, &c., through "scamping" of common workmen, especially Chinese.

Apply to—THE ROYAL AERATED WATER MANUFACTORY OFFICE, Telephone 367; Depot—Ice House Street, Telephone 374, 11-2. F. P. DANENBERG, Manager.

SHIPPING.

ARRIVALS.

Mar. 6, GLENFALLOCH, British str., 1,434, R. S. Bainbridge, Singapore 28th February, General.—CHINESE.

Mar. 6, HUNTER, British storeship, 1,640, J. D. Dainton, Weihaiwei 28th February.

Mar. 6, HOWARD D. T. Oor, British 4-m. barque, 2,060, D. W. Corning, New York 29th Oct., Butterfield & Swire.

Mar. 6, ISCHIA, Italian str., 2,784, Albert Musio, Bombay 17th February and Singapore 28th, General.—CARLOWITZ & Co.

Mar. 7, AKI MARU, Japanese str., 3,895, J. W. Ekstrand, Nagasaki 10th Mar., General.—NIPPON YUSEN KAISHA.

Mar. 7, ANPING MARU, Japanese str., 1,053, I. Goto, Fochow via Amoy and Swatow 6th March, General.—O. S. KAISHA.

Mar. 7, ARGO, Norwegian str., from Canton.

Mar. 7, CHANGSHA, British str., 1,463, J. McD. Howie, Yokohama via Kobe and Suifu 2nd March, General.—BUTTERFIELD & SWIRE.

Mar. 7, CHOYANG, British steamer, 1,424, W. Lambie, Shanghai and Swatow 2nd Mar., General.—JARDINE, MATHESON & Co.

Mar. 7, DEUTEROS, German str., 1,001, F. Frahm, Wuhu 2nd March, Rice.—SILVERMAN & Co.

Mar. 7, LUYEEN, German str., from Canton.

Mar. 7, MEIKOO, Chinese str., from Canton.

Mar. 7, NEW ORLEANS, U.S. cruiser, 4,140, Ignerell, Saigon 4th March.

Mar. 7, (CHAKA), German str., 450, F. Gohke, Sydney via Marchall and Caroline Islands 22nd February, Copra.—SILVERMAN & Co.

Mar. 7, SHANTUNG, German str., 1,004, M. Egelhart, Singapore 27th February, Kerosene Oil.—GEO. MCBAIN.

Mar. 7, SINGAPORE, British str., 1,021, Outerbridge, Moulou 4th March, General.—BUTTERFIELD & SWIRE.

Mar. 8, FOOMON, German str., 875, H. Jannicke, Manila 5th March, Ballast.—EAST ASIATIC TRADING CO.

Mar. 8, HAITAN, British str., 1,167, Roach, Coast Ports 7th Mar., General.—DOUGLAS LARBAK & Co.

Mar. 8, IRADA, British str., 473, W. Winch, Manila 4th March.—EAST ASIATIC TRADING CO.

Mar. 8, JAVA, British str., 2,431, G. W. Gordon, n.s.r., London and Singapore 2nd March, General.—P. & O. S. N. Co.

Mar. 8, KYOTO MARU, Japanese str., 2,644, T. Sakurai, Moji 3rd March, General.—OHKURA.

Mar. 8, PHENIX, British steamer, 1,063, W. H. Nicholson, Swatow 6th March.

Mar. 8, PRONTO, Norwegian str., 837, Peesberg, Helsingborg and Helsing 6th March, General.—SANDER, WIELER & Co.

Mar. 8, MACHAW, German str., 905, H. Hayes, Bangkok via Swatow 7th March, Rice and Teakwood.—BUTTERFIELD & SWIRE.

Mar. 8, SELUR, Norwegian str., 865, O. W. Sindling, Wuhu 28th February, Rice.—EAST ASIATIC TRADING CO.

CLEARANCES.

At the Harbour Master's Office.

Arnold Luyken, German str., for Saigon.

Argo, Norwegian str., for Chiofo.

Brunhilde, German str., for Saigon.

Choyang, British str., for Canton.

Dai, Maru, Japanese str., for Swatow.

Doyu Maru, Japanese str., for Kobe.

Glenfalloch, British str., for Amoy.

Hakata Maru, Japanese str., for Singapore.

Kayong, British str., for Cebu.

Labor, Norwegian str., for Chinkiang.

Lia, Norwegian str., for Saigon.

Pharany, German str., for Bangkok.

Quarta, German str., for Manila.

Rohilla Maru, Japanese str., for Amoy.

Shantung, British str., for Ningpo.

Thales, British str., for Swatow.

Winkland, Danish str., for Heliow.

Zafiro, British str., for Manila.

DEPARTURES.

7th March.

BELVISES, British str., for Singapore.

CARLO, British str., for San Francisco.

GLAUCUS, British str., for Shanghai.

HAKATA MARU, Japanese str., for London.

ICHANG, British str., for Shanghai.

KAIPOKA, British str., for Cebu.

PHANANG, German str., for Bangkok.

PROSPER, Norwegian str., for Canton.

PRYBUB, British str., for Singapore.

ROHILLA MARU, Japanese str., for Manila.

TAKSANG, British str., for Ningpo.

THALES, British str., for Swatow.

WINKLAND, Danish str., for Heliow.

ZAFIRO, British str., for Manila.

VESSELS IN DOCK.

7th March.

ABERDEEN DOCKS.—

KYUON DOCKS.—Kishan, Compagnie de Filipinas, Sherman, Holstein, Isla de Cuba, Loughlan, Paul Doumer, Lira, Brunhilde.

COSMOPOLITAN DOCK.—Daphne.

SHIPPING REPORTS.

The British 4-masted barque Howard D. Troop, from New York 29th October, encountered the usual amount of head winds and bad weather.

The British steamer Sunghong, from Manila 4th inst., had fine weather and smooth sea to Pratas; from thence strong monsoon, high sea and thick, rainy weather.

The British steamer Glenfalloch, from Singapore 28th ult., had moderate to light N.E. monsoon winds and fine weather; and north of the Parcel fresh N.E. gale, heavy sea and misty rain.

VESSEL ON THE BERTH.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, R.N.R.

DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M. (Sunday included).

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steering, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

The steamer will NOT RUN from 2nd to 6th MARCH, both days inclusive.

For Freight, &c., apply to

SAM WANG & CO. LD.,

81, Queen Road Central.

Hongkong, 25th February, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FORSWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports TO-MORROW, the 10th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARBAK & CO.,

General Managers.

Hongkong, 7th March, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 10th March, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 9th March. Specie and Parcels received until 4 P.M., on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 25th February, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain James Young, will be despatched as above TO-MORROW, the 10th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 3rd March, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"YUENSANG,"

Captain P. H. Hulse, will be despatched as above TO-MORROW, the 10th inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 7th March, 1903.

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also YENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"

Captain Maria, will be despatched as above on THURSDAY, the 12th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 2nd March, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Blanc, will be despatched for the above ports on or about THURSDAY, the 12th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 6th March, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE DIRECT, CALLING AT SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEN, SUZ, PORT SAID.

(Taking Cargo at through rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON"

Captain Klausberger, will be despatched as above on SATURDAY, the 21st March.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 26th February, 1903.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Russian Steamer

"KOREA,"

Captain Pernitz, will leave for the above ports on or about the 2nd March.

For Freight or Passage, apply to

MELCHERS & CO.,

Agents.

Hongkong, 23rd February, 1903.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR

YOKOHAMA, VIA SHANGHAI, HAI, MOJI, and KOBE

(Passing through the Inland Sea)

LONDON, &c.

SHANGHAI

LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES

TO SAIL ON

REMARKS

Freight or Passage.

See Special Advertisement.

Freight or Passage.

Freight only.

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH and LONDON Direct

Without Transshipment

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 7th March, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 11th Mar.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 18th Mar.

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 1st April.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 22nd April.

R.M.S. "TARTAR" ... 4,425 Tons ... WEDNESDAY, 6th May.

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 13th May.

R.M.S. "ATHENIAN" ... 3,882 Tons ... WEDNESDAY, 27th May.

R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons ... WEDNESDAY, 3rd June.

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons ... WEDNESDAY, 24th June.

R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons ... WEDNESDAY, 15th July.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and actually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent,

Paterson Street.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

LYRA ... Williams ... 4,417 ... March 10th

VICTORIA ... J. Panton ... 3,502 ... March 17th

HYADES ... G. Wright ... 3,753 ... March 24th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,

GENERAL AGENTS.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR

TAMSWI, VIA SWATOW

AND AMOY

FOOCHOW, VIA SWATOW

AND AMOY

ANPING, VIA SWATOW

AND AMOY

TO SAIL ON

REMARKS

Freight or Passage.

See Special Advertisement.

Freight or Passage.

Freight only.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamswi to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's Local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 5th March, 1903.

T. ARIMA, Manager.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE.

RUBI ... 2540 ... R. W. Almond ... Manila Direct ... On 13th Mar., at Noon.

ZAFIRO ... 2540 ... R. Rodger ... Manila Direct ... On 20th Mar., at Noon.

PERLA ... 1980 ... J. McGinty ... Manila Direct ... On 27th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 9th March, 1903.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

ANDALUSIA ... HAVRE and HAMBURG ... On 17th Mar. Freight.

BAMBERG ... HAVRE and HAMBURG ... On 28th Mar. Freight.

Capt. Kirohner ... HAVRE and HAMBURG ... On 7th April. Freight & Passengers.

KONIG-BERG ... HAVRE and HAMBURG ... On 21st April. Freight.

SAMBIA ... HAVRE and HAMBURG ... On 5th May. Freight.

SERBIA ... HAVRE and HAMBURG ... On 19th May. Freight.

SAXONIA ... HAVRE and HAMBURG ... On 19th May. Freight.

Capt. Jager ... HAVRE and HAMBURG ... On 19th May. Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

QUEEN'S BUILDINGS, No. 1.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

HAMBURG ... WEDNESDAY ... 18th March

PRINZ HEINRICH ... WEDNESDAY ... 1st April

SAOEN ... WEDNESDAY ... 15th April

KLAUSCHOU ... WEDNESDAY ... 29th April

BAELEN ... WEDNESDAY ... 13th May

ZIETEN ... WEDNESDAY ... 27th May

STUTTGART ... THURSDAY ... 11th June

PREUSSEN ... THURSDAY ... 25th June

HAMBURG ... THURSDAY ... 9th July

PRINZ HEINRICH ... THURSDAY ... 23rd July

ON WEDNESDAY, the 18th day of March, 1903, at Noon, the Steamship "HAMBURG" of the HAMBURG-AMERIKA LINIE, Captain E. Barmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 10th March, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 17th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 17th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than 32 1/2 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 9th March, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBE, PORTLAND, OREGON: AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

INDRASAMHA ... 5,187 ... E. P. Craven ... March 20, 1903

INDRAVELLI ... 4,889 ... W. E. Craven ... April 16, 1903

INDRAPURA ... 4,889 ... W. E. Craven ... May 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 3rd March, 1903.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DIAMANTE ... KOBE and YOKOHAMA ... MONDAY, 9th Mar. at Noon.

F. E. Cope ... VICTORIA, B.C. and SEATTLE ... TUESDAY, 10th Mar. at 4 P.M.

AKI MARU ... U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... FRIDAY, 13th Mar. at DAYLIGHT.

HITACHI MARU ... KOBE and YOKOHAMA ... FRIDAY, 13th Mar. at DAYLIGHT.

IZUMI MARU ... KOBE ... TUESDAY, 17th Mar. at Noon.

M. Yagi ... MOJI, KOBE and YOKOHAMA ... FRIDAY, 20th Mar. at Noon.

HIROHIMA MARU ... MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 21st Mar. at DAYLIGHT.

BOMBAY MARU ... BOMBAY, VIA SINGAPORE and COLOMBO ... TUESDAY, 24th Mar. at Noon.

T. Murai ... VICTORIA, B.C. and SEATTLE ... TUESDAY, 24th Mar. at 4 P.M.

SHINANO MARU ... U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... WEDNESDAY, 25th Mar. at Noon.

YAWATA MARU ... NAGASAKI, KOBE and YOKOHAMA ... FRIDAY, 27th Mar. at DAYLIGHT.

WAKASA MARU ... KOBE and YOKOHAMA ... FRIDAY, 27th Mar. at DAYLIGHT.

J. C. MacMillan ... SYDNEY and MELBOURNE, via MANILA, THURSDAY, 1st April, at 4 P.M.

KUMANO MARU ... MANILA, THURSDAY, 1st April, at 4 P.M.

E. W. Haswell ... TOWNSVILLE and BEESBAY ... FRIDAY, 27th Mar. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2:30 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:

1st Class ... \$2.50

2nd ... 1.00

3rd ... 0.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,

No. 42, Bonham Strand West.

Hongkong, 25th February, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA. REDUCED SALOON PASSAGE MONEY. SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALED TABLE DUTY. QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 9th January, 1903.

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"PINGSUEY"	On 12th March.	
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.	
GLASGOW and LIVERPOOL	"MENELAUS"	On 25th March.	
GLASGOW and LIVERPOOL	"JASON"	On 3rd April.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 9th April.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON VIA GENOA	"DIOMED"	On 9th March.	
LONDON VIA GENOA	"KINPUCK"	On 17th March.	
LONDON VIA GENOA	"PINGSUEY"	On 31st March.	
LONDON VIA GENOA	"JASON"	On 14th April.	
LONDON VIA GENOA	"DEUCALION"	On 28th April.	

FOR	STEAMERS	TO	DATE
LIVERPOOL	"NESTOR"	On 21st March.	
LIVERPOOL VIA GENOA	"DEUCALION"	On 23rd April.	

FOR	STEAMERS	TO	DATE
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 14th April.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"OANFA"	On 23rd March.	

The S.S. "DIOMED" left Shanghai on the 7th inst., p.m., and is expected to arrive here on the 9th inst.

The S.S. "PINGSUEY" left Singapore on the 6th inst., at 5 p.m., and is due here on the 12th inst.

For Freight, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th March, 1903.

[10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
MANILA	"SUNGKIANG"	On 11th March.	
MANILA	"CHANGSHA"	On 11th March.	
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 11th March.	
FOOCHOW	"KWANGSE"	On 13th March.	
KOBE	"CHINGTU"	On 16th March.	
TIENTSIN	"KWEIYANG"	On 21st March.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 9th March, 1903.

[11]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
ROSETTA MARU	N. Tate	3876	Saturday, 14th March, at Noon.
ROHILLA MARU	E. P. Bishop	3869	Wednesday, 18th March, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 9th March, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE," Captain McArthur, will be despatched as above on WEDNESDAY, the 11th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th March, 1903.

FOR SHANGHAI, CHEMULPO, DALNY AND PORT ARTHUR.

THE Steamship "SULLBERG,"

Captain Meyer, will be despatched for the above ports on SUNDAY, the 15th March, at DAYLIGHT.

For Freight or Passage, apply to HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 27th February, 1903.

NOT RESPONSIBLE FOR DELAYS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DELAY contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—

Rose, British barque, Thomas Pow—Stomssens & Co.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 4th August, 1897.

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TOP FLAT of "SEAVIEW," WANGHAI GAP ROAD. Cool and healthy situation. Full view of harbour. No. 6, REDNAXELA TERRACE. And others to suit various requirements. S. A. SETH, Care of the Dairy Farm Co., Ltd. Hongkong, 5th March, 1903. [735]

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FOREIGN AND COLONIAL STAMP DEALER.

No. 38, WYNDHAM STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references. Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. NOTICE.

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POST OFFICE NOTICES.

The Sydney, with the French Mail of the 5th ult., left Singapore on Thursday, the 5th inst., at 4 p.m. and may be expected here on or about Thursday, the 12th inst. This Packet brings replies to letters despatched from Hongkong on the 3rd January.

The China, with the American Mail of the 13th ult., left Yokohama on Thursday, the 5th inst., at 11 a.m., and may be expected here on or about Friday, the 13th inst.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton	Hongkong	Monday, 9th, 7.30 A.M.
Kobe	Fukin Maru	Monday, 9th, 11.00 A.M.
Manila	Heungshan	Monday, 9th, 1.15 P.M.
Shanghai	Lyonsen	Monday, 9th, 3.00 P.M.
Amoy	Glenfalloch	Monday, 9th, 4.00 P.M.
Namata	Tungkong	Monday, 9th, 4.00 P.M.
Kunming and Samahai	Tuile	Monday, 9th, 5.00 P.M.
Canton	Fathau	Monday, 9th, 5.00 P.M.
Swatow and Amoy	Si ha	Monday, 9th, 5.00 P.M.

EUROPE, &c. India via Taticoria
(Late Letters 9.10 to 9.30 P.M. Extra
Postage 10 cents)

Swatow, Amoy and Foochow
Singapore, Penang and Calcutta
Amoy and Manila
Shanghai, Moji, Kobe, Yokohama, Victoria,
B.C., and Seattle
Timor, Port Darwin, Thursday Island,
Cooktown, Cairns, Townsville, Brisbane,
Sydney and Melbourne

TO-DAY.

Ordinary General Meeting of Geo. Fenwick
& Co., Ltd., noon.
Sale, Crown Lands, Public Works Department,
3 p.m.
The Brough Comedy Co., Theatre Royal,
9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON.	7th March.
Telegraphic Transfer	1.17
Bank Bills, on demand	1.17
Bank Bills, at 30 days' sight	1.17
Bank Bills, at 4 months' sight	1.17
Credits, at 4 months' sight	1.17
Documentary Bills, 4 months' sight	1.17
ON PARIS.	
Bank Bills, on demand	1.19
Credits, at 4 months' sight	1.19
ON GERMANY.	
On demand	1.19
ON NEW YORK.	
Bank Bills, on demand	33
Credits, 60 days' sight	33
ON HAMBURG.	
Telegraphic Transfer	1.18
Bank, on demand	1.18
ON CALCUTTA.	
Telegraphic Transfer	1.18
Bank, on demand	1.18
ON SHANGHAI.	
Bank, at sight	73
Private, 30 days' sight	73
ON YOKOHAMA.	
On demand	77
ON MANILA.	
On demand	Par.
ON SINGAPORE.	
On demand	Nominal.
ON BATAVIA.	
On demand	95
ON HAI PHONG.	
On demand	2 p.m. pm.
ON SAIGON.	
On demand	1 p.m. pm.
ON BANGKOK.	
On demand	63
VERMANS, Bank's Buying Rate	125.53
100 LBS. 100 lbs. per cask	56.30
R SILVER, per oz.	22

OPIUM.

Quotations are:—	Allow'ce set, to 1 catty.
Malwa New	\$900 to per picul
Malwa Old	\$800 to \$900
Malwa Older	\$1070 to \$1100
Malwa V. Old	\$1110 to \$1150
Persian fine quality	\$780 to "
Persian extra fine	" to "
Patna Old	\$1115 to per chest.
Patna Old	" to "
Bengal New	\$1082 to "
Bengal Old	" to "

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. steamer Sydney will leave Saigon to-day, at 8 a.m., for this port.

THE AMERICAN MAIL.
The P.M. steamer China left Yokohama for this port via Indus Sea, &c., on the 5th inst., a.m.
The O. & O. steamer Doris left San Francisco for this port via Honolulu, &c., on the 21st ult.

THE INDIAN MAIL.
The steamer Aratoon Agara, from Calcutta, left Singapore for this port on the 4th inst., p.m.
The Indo-China steamer Latusa, from Calcutta and the Straits, left Singapore for this port on the 7th inst., at 6 a.m.

THE CANADIAN MAIL.
The C.P.R. steamer Empress of China left Vancouver on the 24th ult., p.m., for this port.

MERCHANT STEAMERS.
The C.N. steamer Diomed left Shanghai on the 6th inst., p.m., and is expected here to-day.
The C.E.L. steamer African arrived at Shanghai at 5.30 a.m. on the 6th inst., and left again at noon same day for Hongkong, where she is due to arrive at 5 a.m. to-day.

The N.D.L. steamer Koenigsberg, from Hamburg, left Singapore for this port on the 4th inst., and may be expected here to-morrow.

The N.Y.K. steamer Hitachi Maru (European Line) left Singapore for this port on the 6th inst., and is expected here on the 11th inst.

The C.N. steamer Piquette left Singapore at 5 p.m. on the 9th inst., and is due here on the 12th inst.

The Boston Tow Boat Co.'s steamer Lyra, arrived at Yokohama on the 30th Jan.

The M.P. steamer Victoria arrived at Yokohama on the 28th ult.

The Boston Steamship Co.'s steamer Tremont arrived at Yokohama on the 1st inst.

The Boston Tow Boat Co.'s steamer Lydette arrived at Yokohama on the 2nd inst.

The N.P. steamer Olympia left Victoria (B.C.) for Yokohama and the usual ports on the 25th ult.

The E. & A. steamer Eastern, from Sydney, &c., left Port Darwin on the 2nd inst. for Timor, Manila and this port.

The P. & A. steamer Indrasanika left Portland (Or.) for this port via Japan on the 11th ult., and may be expected here on the 14th inst.

The O.M. steamer Ningchow left Victoria (B.C.) on the 14th ult. for Japan, Hongkong and Manila.

PASSENGERS.

ARRIVED.
Per Choyang, from Shanghai, &c., Mr. Walker.
Per Oceana, from Sydney, Messrs. V. Bunson, Hunter, Richter and Schmidt.
Per Changsha, from Yokohama, &c., Mr. Whipkey and Miss F. Herriek.

JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & S'hai.	\$125	\$250, buyers L'don 282. 10s.
Natl. Bank of China	£8	\$221, buyers
A. Shares	£8	\$221, buyers
Poun. Shares	£1	\$10, sellers
Bull's Asbestos E. A.	£1	\$1, buyers
Campbell, Moore & Co.	\$10	\$4, buyers
China-Bureau Co., Ltd.	\$10	\$21, buyers
China Light and	\$20	\$10.
Power Co., Ltd.	\$10	\$10.
China Tr. & S. M.	\$100	\$9, sales
China Sugar	\$100	\$103, buyers
Cigar Companies	\$500	\$352.
A. Hambro, Ltd.	\$50	\$20, sellers
Philippine Tobacco	\$50	\$20, sellers
Trust Co., Ltd.	\$50	\$20, sellers
Cotton Mills—		
Ewo	Tls. 100	Tls. 37.
International	Tls. 75	Tls. 37.
Iron King Mow	Tls. 100	Tls. 40.
Soyabean	Tls. 500	Tls. 160.
Hongkong	\$10	\$104, buyers
Dairy Farm	\$6	\$11, buyers
Lawrence & Co., Ltd.	\$25	\$50.
Shen Shien Cement	\$10	\$22, buyers
H. & C. Bakery	\$40	\$40, sellers
Hongkong & S'hai	\$210	\$140, buyers
Hongkong Electric	\$5	\$145, sales & buy.
H. H. L. Tannery	\$100	\$327.
St. Steam Water	10	\$114, sales
Lat Co., Ltd.	\$50	\$143, buyers
Hongkong Hotel	\$25	\$228.
Hongkong Tea	\$50	\$35, sales
H. & C. Wharf & Co.	\$50	\$110, buyers
Hongkong Rope	\$50	\$205, buyers
A. & W. Duck	\$50	\$205, buyers
Insurance—		
Canton	\$60	\$102.
China Fire	\$20	\$81, ex div.
China Traders	\$25	\$50, buyers
Hongkong Fire	\$50	\$100, ex div. buy.
North China	\$20	\$124, buyers
Union	\$100	\$102, buyers
Union	\$100	\$135, buyers
Union	\$100	\$135, buyers
Hongkong Land Inv.	\$100	\$170, sellers
Hongkong Hotel	\$10	\$111, sales & sel.
Kowloon Land & B.	\$30	\$33, sales & buy.
West Point Building	\$30	\$33, buyers
Luxon Sugar	\$100	\$124, sellers
Malaya Invest. Co., Ltd.	\$50	\$15, sales
Mining—		
Charbonnages	Fcs. 250	\$600, sellers
Goldfields	\$5	\$1, sellers
Punjab	\$101	\$73, sellers
Do. Preference	18/10	\$73, sellers
New Amoy Dock	\$50	\$50, sales & buyers
Union Hotel, Manila	\$10	\$10, buyers
Union Hotel, Manila	\$50	\$50, nominal
China and Manila.	\$50	\$23, buyers
Douglas Steamship	\$50	\$43, sellers
H. & C. Wharf & Co.	\$15	\$301, buyers
Indo-China S. N.	\$210	\$110.
Indo-China S. N.	\$21	\$210, sales & sel.
Star Ferry	\$10	\$23, buyers
Tobacco Planting Co.	\$5	\$14, sales & buy.
United Asbestos	\$5	\$5, nominal
Do.	\$4	\$3, sellers
Do.	\$10	\$155.
Co., Ltd.	\$20	\$22, sellers
Watkins, Ltd.	\$10	\$83, sales
Watson & Co., A. S.	\$10	\$14, sales

NOTICES OF FIRMS.

DISSOLUTION OF PARTNERSHIP.

H. FAZULALLY & CO., Nos. 6 & 8, Peel St.

THE INTEREST AND RESPONSIBILITY OF MOHAMEDALLY FAZULALLY in the above Firm ceased on the 28th ult. The Firm was carried on by ABDOLCARIM ABEDIN and HOOSSENALLY JAMALUDIN under the style of "M. KAYAMALLY & CO.," which Firm will collect the assets and be responsible for the debts of the old Firm.

Dated the 2nd March, 1903.
ABDOLCARIM ABEDIN.
HOOSSENALLY JAMALUDIN.

NOTICE.

RE H. FAZULALLY & CO.
Nos. 6 & 8, Peel Street.

I, MEHOMMEDALLY FAZULALLY, having retired from the Partnership of the above Firm, beg to notify the public that I am about to open a new Millinery and Drapery Shop, and will soon do business under the name and style of FAZULALLY & CO. Address will be notified in due course.

Hongkong, 5th March, 1903. [747]

NOTICE.

IT is hereby notified that the present Manager, Mr. N. M. J. MAHOMED, of the Firm of Mr. SOONDERJI ARJUN, has retired owing to his term of service being nearly finished, the charge has been taken up by Mr. UMASHANKER LUXMIDAS who will hereafter act as Manager.

SOONDERJI ARJUN.
By his Attorney
UMASHANKER LUXMIDAS.
Hongkong, 6th March, 1903. [760]

NOTICE.

NOTICE IS HEREBY GIVEN that as from the 3rd March, 1903, Mr. FAN PAT SUN alias FAN SAU alias FAN NANG has ceased to be a Partner in the SHUN HING FIRM of No. 71, Jervois Street, and that the Sole Partner in such Firm now is the undersigned, who will carry on the business as heretofore.

FAN WA SAN.
Hongkong, 6th March, 1903. [745]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [65]

FOR SALE.

"STONEHAVEN," ROBINSON ROAD, Nos. 6 and 10, ROBINSON ROAD, HOUSES IN LEIGHTON HILL ROAD and CAINE ROAD.

AKHMET RUMJAHN, 62, Queen's Road, Hongkong, 20th February, 1903. [585]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"GLAUCUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 13th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 14th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th February, 1903. [10]

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND STRAITS.

THE Steamship

"GLENROY" The Hongkong Cargo ex this steamer from above Ports having arrived per "Yuenwang" from Manila, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., General Agents.

Hongkong, 6th March, 1903. [764]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENFARG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 9th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

McGREGOR BROS. & GOW, Hongkong, 2nd March, 1903. [594]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG" Captain Prusch, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-day, the 3rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 3rd March, 1903. [727]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHE LLOYD.

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH" OF THE NORDEUTSCHE LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. To-day, the 5th March.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 12th March will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 12th March, at 9.30 A.M.

All Claims must reach us before the 16th March, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHE LLOYD, MELBOURNE & CO., Agents.

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